

**BY ORDER OF THE COMMANDER  
AIR FORCE SPACE COMMAND**



**AIR FORCE MANUAL 24-307**

**AIR FORCE SPACE COMMAND**

**Supplement 1**

**1 AUGUST 2000**

**Transportation**

**PROCEDURES FOR VEHICLE  
MAINTENANCE MANAGEMENT**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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Pages: 10

Distribution: F

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The OPR for this supplement is HQ AFSPC/LGTV (MSgt Rex Curry). This supplement implements and extends the guidance of **Air Force Manual 24-307 (AFMAN)**, ***Procedures for Vehicle Maintenance Management***. The AFMAN is published word-for-word without editorial review; HQ AFSPC material is indicated in bold face. This supplement describes HQ AFSPC procedures for use in conjunction with the basic AFMAN. It applies to all Air Force (USAF) vehicle maintenance functions within AF Space Command. This publication does not apply to Air National Guard (ANG) nor Air Force Reserve Command (AFRC) units. Deviations from the procedures described herein are prohibited without written approval from the OPR. The reporting requirements in this directive are exempt from report control (RCS) licensing in accordance with AFI 37-124, ***The Information Collections and Reports Management Program; Controlling Internal, Public and Interagency Air Force Information Collections***. Upon receipt of this integrated supplement, discard the Air Force basic publication.

1.8. HQ AFSPC missile wings have a unique maintenance arrangement for the Payload Tractors (PT) and Transporter Erector (TE) tractors. Transportation vehicle maintenance will maintain the cab, chassis and drivetrain components, including power take off units attached to the transmissions. Missile Maintenance Squadron (MXS) will maintain all hydraulic system components, including the hydraulic pump (i.e. Pneudraulics, PREL and Mech shops).

1.11.1.1. (Added) HQ AFSPC vehicle maintenance flights are authorized to retain vehicles for parts reclamation within the following guidelines:

1.11.1.1.1. (Added) Do not retain vehicles longer than 180 days after receipt of disposal instructions.

1.11.1.1.2. (Added) Store vehicles separately from other vehicles in the vehicle maintenance compound, ensure they are clearly marked as reclamation only and ensure the storage area maintains an acceptable appearance.

1.11.1.1.3. (Added) Notify fleet management in Vehicle Operations to place vehicles retained for reclamation in status code "E", ASC code 000 (excess). Establish a 180-day suspense.

1.12.1. (Added) Maintenance Operating Instructions (MOIs) will be developed to cover unit unique operations. A master file of the MOIs will be maintained in a central location of the vehicle maintenance flight and be readily available to all personnel.

1.12.1.1. For bases with a battery shop, develop an MOI establishing procedures covering the operation of the battery shop, to include inventory and issue procedures, and use/disposal of acid. This MOI will be coordinated with the base environmental health office, civil engineering environmental office, and safety office.

1.12.1.2. Develop an MOI establishing procedures for the operation of Refueling Maintenance shops to include, but not limited to, confined space entrance, purging of tanks, grounding of vehicles, and when fuel tanks must be drained before working on pumping systems.

1.12.1.4. Establish an MOI detailing where and how road tests are performed. All vehicles being road tested by vehicle maintenance will be properly identified by a placard/sign indicating "ROAD TEST" or "Operational Check." MOI must be coordinated through Base Safety.

1.13. Requirements for nuclear certified vehicles. Vehicles identified in T.O. 00-110N-16, **USAF Nuclear Certified Equipment and Software**, must be identified in OLVIMS (refer to AFCSM 24-1). Nuclear certified vehicles require no additional maintenance or inspections above what any other vehicle requires IAW T.O. 36-1-191, **Technical and Managerial Reference for Vehicle Maintenance**. This T.O. lists serviceability standards and inspection requirements for all USAF motor vehicles and equipment.

1.13.1. Pintle hook and mounting hardware must meet specifications IAW T.O. 36-1-121.

1.14.3. (Added) Delete the scheduled maintenance "next due" data from the On Line Vehicle Interactive Management System (OLVIMS) when a vehicle is awaiting disposition or repair authority from HQ AFSPC/LGTV. Change the organization code to 00 (zero, letter O).

1.14.4. (Added) Vehicle maintenance managers have the option to cease performing scheduled maintenance based on the six month interval criteria. If this option is exercised, it will be documented in a local MOI. The OLVIMS 6 month interval data will also be deleted. All other scheduled maintenance intervals will remain in-place as described in table 3-1 of T.O. 36-1-191. This is not applicable to trailers or other vehicles that aren't tracked by miles, hours, or kilometers.

1.14.5. (Added) At least annually, the VMM/VMS will review the fleet scheduled maintenance program with the Chief/NCOIC of Maintenance Control and Analysis (MCA) to ensure a smooth flow of work throughout the year.

1.14.6. (Added) HQ AFSPC vehicle maintenance flights will perform a visual inspection of forklift lifting tines at least annually (concurrent with scheduled maintenance). Remove from service and replace tines when cracked, bent, or otherwise significantly damaged.

1.14.7. (Added) The Vehicle Maintenance Manager is responsible to ensure that complete inspections of cranes will be performed at intervals (at least annually) or as directed or recommended by the manufacturer. Refer to AFOSH STD 91-46, para 8.2.2.2, 8.2.2.3 and 8.2.2.4. for specific guidance. Annually, Vehicle Maintenance will inspect lift hooks on cranes for cracks, chemical damage, hook attachment and security, lubrication of swivel joint, excessive clearance in the hook opening in excess of 15 percent of the original gap, and evidence of twisting in excess of 10 degrees from normal configuration. If any of these conditions exist, the hook must be replaced. Inspect crane hook and lifting hardware in accordance with the vehicle's technical order (T.O.). In the absence of guidance from the vehicle T.O., refer to AFOSH

Std. 91-46, para 9.4.1. **For nuclear certified cranes:** In addition to above listed requirements, lift hooks will receive annual non-destructive inspection (NDI) testing and Vehicle Maintenance will document accomplishment of testing. Refer to AFOSH Std. 91-46, para 9.4.1.

1.14.8. (Added) Vehicle Maintenance will ensure using organizations accomplish initial load testing, to 110 percent of capacity, on any extensively repaired/modified cranes. All new cranes will have the manufacturer's certification that all load testing has been accomplished (this will be filed in the vehicle historical record) **Note: For nuclear-certified hydraulic mobile cranes, perform an annual load test of 100 percent of the rated capacity.** Upon completion of the test, the weight load test date will be stenciled on the lower boom assembly in accordance with T.O. 36-1-191, Chapter 3, Motor Vehicle And Base Support Equipment Inspection, para 3.10.6.1. The maintaining and using organizations will maintain records of all tests. Refer to AFOSH Std. 91-46, para 8.2.3.1.

1.14.9. (Added) The VMM may establish a local policy concerning adherence to manufacturer guidelines for the replacement of fuel filters.

1.15.2. A current Mission Essential Level (MEL) list will be located in MC&A for reference. MC&A will notify the VMM/VMS when an organization's MEL is exceeded.

1.16.2.1. (Added) An MOI is required for seasonal rebuild programs to include start and completion dates. These dates should be consistent with the using organization's requirements. All work orders opened on seasonal equipment, during rebuild periods reflected in the MOI, will reflect the management code loaded in OLVIMS (management codes 4000 and 5000 will not be used). Open and close the work order for evaluation and delaying parts to minimize downtime. Once parts are received, open the maintenance work order to perform required maintenance actions. This will ensure proper accumulation of downtime, accurate cost accounting, and minimum VOC time while vehicles are not required in support of mission requirements. The seasonally repaired vehicles need only draw downtime if they are unable to be used or are actually in the repair process. Units desiring to locally extract downtime data from end-of-month reports may do so manually to determine true vehicle in-commission rates for the remainder of the fleet. When extracting this data, you must exclude both the VOC hours and the available hours. Units may group all of their seasonal rebuild vehicles under a single group code in OLVIMS for easy identification of assets.

1.22.3. Adding special equipment (i.e. pintle hooks, fire extinguishers, camper tops) or commercial optional parts (i.e. lift gates) to Nuclear Certified vehicles is authorized and controlled locally by Transportation Fleet Management and Vehicle Maintenance Management when the nuclear safety design of the item is clearly not impacted by the change. Modification of Nuclear Certified vehicles is limited to the guidance listed in AFI 24-302, **Vehicle Maintenance Management**, para 2.13 and AFMAN 24-307, **Procedures for Vehicle Maintenance Management**; para 1.22 for AF controlled vehicles. Modifications to Nuclear Certified, non-AF controlled vehicles must be coordinated with the appropriate Item Manager/ALC. All requests affecting Air Logistics Center controlled vehicles will be routed through HQ AFSPC/LGT for evaluation.

1.22.4. (Added) All HQ AFSPC vehicles will be marked according to T.O. 36-1-191, excluding GSA leased assets. All costs associated with additional/optional markings listed in the T.O. will be borne by the unit requesting their installation. Operational markings required on GSA leased assets must be negotiated between host Transportation and GSA and could increase the vehicle-leased cost.

1.24. All HQ AFSPC units will utilize the Deficiency Report and Mail System (DREAMS) for Deficiency Reporting (DR). DREAMS is a one-way conduit to the GO21 Infocen database at WR-ALC. Sub-

mitting units will also send an info copy of all submitted reports to HQ AFSPC.LGTV@PETERSON.AF.MIL. WR-ALC no longer sends out DR acknowledgement messages. Instead they will update your DR on their web page (137.244.43.130). MC&A will visit this page within three days after submission of a DR to confirm receipt and at least monthly for status updates. To enable WR-ALC to better serve our vehicle community, vehicle managers will coordinate with the Safety Office to include WR-ALC/LEG on all Dull Sword submissions.

1.26. All MEEP proposals must be sent directly to HQ AFSPC/LGT for consideration and subsequent forwarding, if appropriate.

1.27. If Mitchell On Demand digital technical data is used to support the vehicle maintenance flight, the VMM will ensure there is a process in place to maintain the currency of data provided to the technicians.

1.28.1. (Added) Units should develop a vehicle accident and abuse reimbursement program to absorb the cost of unforeseen, unbudgeted expenditures due to vehicle accidents and abuses. Reimbursement should be based on actual repair costs (direct material and civilian labor, and all contract repair cost) and not on pecuniary liability of the individual responsible for the vehicle accident or abuse.

1.34.5. (Added) Scooters are organizational equipment and maintenance is the responsibility of owning organizations.

1.34.6. (Added) Monthly inspections of crane lift hooks will be performed and annotated by crane operators. The using organization will retain the record of hook inspections for a minimum of one year. Crane operator will examine hooks for distortion, bending, twisting, or increased hook throat opening; wear; cracks, severe nicks or gouges; safety latch engagement; damaged or malfunctioning latch; hook attachment and securing means; and lubrication of swivel point on nuclear-certified cranes. Operators will ensure vehicle is available to Vehicle Maintenance for annual non-destructive inspection (NDI). Refer to AFOSH Std. 91-46, paragraphs 5.2.5.1.5 and 9.4.1.

1.34.7. (Added) Using organization will accomplish initial or diagnostic weight testing after major organizational, intermediate, or contractor maintenance is performed on assigned cranes, in coordination with Vehicle Maintenance. Using organization will ensure vehicle annual weight test of all nuclear-certified cranes is accomplished. Coordinate with Vehicle Maintenance when performing any weight tests on assigned cranes. Refer to vehicle technical orders and AFOSH Std. 91-46, para 8.2.3.1. for detailed requirements.

1.38.7. Authority to exceed one-time repair limits may be delegated to the VMM at the discretion of the squadron commander (in writing). Vehicle maintenance activities will not perform major repairs (ref T.O.36-1-191 chapter 5, for definition of major repairs) on excess or allowance source code 048 vehicles without HQ AFSPC/LGTV approval.

1.39.16.1. (Added) The VMM/VMS will ensure the Daily Suspect Report (PCN SB004-006) is reviewed after the completion of each OLVIMS daily processing cycle. Abnormal use of the by-pass/override features in OLVIMS will be researched and analyzed.

1.39.20. Unless under contingencies or extreme conditions, the VMM/VMS may not delegate VDP requisition approval authority.

1.39.36. All contracted locations will have Quality Assurance Evaluator (QAE) oriented continuity books to ensure the smooth transition of QAEs. Content will be sufficient to allow newly assigned QAEs to identify past problems and items to be addressed on contract renewal or new award. A copy of the current contract will also be filed in this book.

1.39.38.1. (Added) The VMM/VMS will perform a final inspection of the equipment and sign the AFTO Form 91, **Limited Technical Inspection-Motor Vehicles** certifying its condition, prior to forwarding it outside of vehicle maintenance. **HQ AFSPC/LGTV is the only approval authority to ship vehicles in an "as is" condition within HQ AFSPC.**

1.39.42. (Added) Ensure the availability of spare keys for each vehicle within the fleet. Keys may be stored in a central location or in the permanent section of the vehicle historical record.

1.44.15. All deadlined vehicles will be preserved at storage level "C" as prescribed in TO 36-1-191. The only exception will be vehicles deadlined for less than five duty days that are kept inside the maintenance facility.

2.2.3. Vehicles authorized for "retention only" under allowance source code (ASC) 048 require validation by the VMM/VMS each time the vehicle enters the shop. ASC 048 vehicles requiring major repairs will be processed to DRMO. MC&A will create a Type "Z" concurrent inspection titled "VMM/VMS 048 repair validation required." Use an interval of "1." This will cause the inspection to be printed each time a work order is opened and will require VMM/VMS approval before initiating repairs.

2.2.19. (Added) Analysis of cannibalization actions will be accomplished as determined by local management; the analysis should be used to determine if there is a need to adjust bench stocks and/or special levels to minimize cannibalization actions.

2.2.22. All Service Bulletins (SBs) and One-Time Inspections (OTIs) will have an "S" prefix on the repair work order. To ensure visibility and prompt completion of TCTOs, SBs and one-time inspections, a master file will be established for tracking purposes. This master file will be constructed in such a way as to allow quick reference of all non-complied TCTOs, SBs and OTIs. File completed TCTOs in accordance with T.O. 00-5-2, paragraph 4-35. Inactive files (including SB and OTI) may be purged one year after rescission date. NOTE: All TCTO/SB/OTI work orders will be filed in the vehicle records jacket-permanent portion.

2.2.25.1. If File Transfer Protocol (FTP) is not currently available, forward via email. Update HQ AFSPC/LGTV on status of Internet connectivity. ReVIS files will be forwarded upon HQ AFSPC/LGTV request.

2.2.26. As a rule, all reimbursements for vehicle maintenance will go directly back into the RC/CC from which they were expended.

2.2.27.1. Forward the CAFVIMS file (via e-mail preferred) to HQ AFSPC/LGTV, to *arrive* not later than the 10th calendar day of the month following the end of the quarter. Contracted shops will forward their data directly to HQ AFSPC/LGTV unless otherwise directed by their contract. In all cases, the data will still arrive NLT the 10th calendar day.

2.2.30. (Added) To ensure the correct parts are ordered at the correct priority, MC&A will verify the accuracy of Force Activity Designator (FAD) codes assigned to the vehicle fleet annually.

2.4. Vehicles awaiting disposition instructions above the LGT should not be cannibalized without HQ AFSPC/LGTV approval via telephone or e-mail. Keep in mind this is not an automatic approval process. HQ AFSPC/LGTV or WR-ALC may direct repair and shipment of the vehicle as well as DRMO.

2.6.4.1. (Added) Disabled vehicles will not be placed in delayed maintenance code "L." The vehicle must have an open work order to reflect out of commission time.

2.12. The NCOIC/Chief of MC&A, will ensure all necessary actions required (listed in AFCSM 24-1) are performed prior to running monthly products. At least annually, the VMM/VMS will review the MC&A processes for validating all monthly products and ensure they have a solid (tested) data backup plan.

2.13.1.1. MC&A, jointly with the TODO, will ensure a requirement for the TO/TCTO series is established on all assigned vehicles.

2.13.5.1. (Added) Report TCTO, Service Bulletin (SB) and One-Time Inspection (OTI) compliance directly to HQ AFSPC/LGTV via e-mail (if no access to e-mail then via message or fax). Include vehicle registration number, vehicle work order number, and completion date. Do not send copies of the work order. Ensure completed work orders are filed in the permanent portion of the vehicle records jacket.

2.13.6.1. (Added) Record OTI and SBs on AF Form 1828. This is done by adding comments to the remarks block upon closure of the work order. If more space is needed, you may also input comments via the "CZ" transaction. If this option is used, make sure you reference the work order number.

2.14. Local procedures will be developed to monitor suspected abuse cases and should include notification of the offending squadron's commander and group commander.

2.19.1. (Added) Based on the huge diversity of missions within HQ AFSPC, there are no mandated metrics requirements for vehicle maintenance. However, each vehicle maintenance flight will develop local goals and metrics as decided by the VMM/VMS and squadron commander.

2.22. The VMM/VMS and the squadron commander will determine goals for the PCN 115.

3.2.14. VMM/VMS will ensure all residue items are tagged and inventoried. Only those items with a foreseeable need will be retained past one year.

3.7.2. Ensure UJC and UND codes are correct and up-to-date. The VMM (through Mat Control) will ensure all parts requisitions are verified and reflect the correct UND and UJC through a weekly review of the Priority Monitor Report (D-18). Additional information regarding UNDs and UJCs can be found in AFI 23-110, Part 2, and chapter 11, attachments A11 and A13.

3.15.4. Commercial parts required for tactical vehicles with commercial truck chassis may also be purchased using IMPAC.

3.22.1. Working stock source may be Base Supply, or commercial sources unless restricted by a COPARS contract.

4.6. Due to contract requirements, Minor Maintenance, AF Form 1827 work orders are restricted from use in repairing the Tunner 60K aircraft loader. All work must be performed on an AF Form 1823 work order.

6.2.1.1. (Added) MC&A will verify OLVIMS at least quarterly for accuracy. While not limited to, the following specific areas will be reviewed: Life expectancy information; Vehicle equivalent data, including those for added component(s); Replacement codes/life expectancy data for depot overhauled vehicles; Proper identification of nuclear certified vehicles; Verification of replacement codes A through D; Validation of correct standard prices.

6.5.1.2. Due to extended shipping time, validate receipt of vehicle and records by gaining unit prior to disposal of duplicate records. Retain duplicates until receipt is validated. Also pertains to Rule 4 of table 6.1.

6.6.2.2. After work order data is input and verified in OLVIMS, work orders will be kept for one year. Ref AFMAN 37-139, *Records Disposition Schedule*, Table 24-3, rule 2.

6.6.3. When using the automated AF Form 1828, vehicle maintenance flights must retain a backup of the historical information on electronic media, and place it in a centralized data storage area for the life of each vehicle. This will preclude the need for individual filing in each vehicle record. However, there must be procedures in-place to assure all historical data is retrieved and sent with the vehicle when deployed or transferred to another base. Reference Table 6.1, Rule 2.

6.10.3. Add RD code 3 to all 5000 (Transient Vehicle Repair) work orders for reimbursement from owning base/organization. Refer to 6.20.3. **Note: For major or large cost repairs, prior approval for reimbursement should be made with the owning organization.**

6.12.1. General Purpose vehicles will be checked at least weekly. All others will be checked on a daily basis prior to use.

6.12.2. For vehicles/equipment that have no specific 18XX form prescribed, use the AF Form 1800 (General Purpose Vehicles) to annotate inspections and maintenance discrepancies. Add specialized inspection requirements under the numbered blank lines per 6.16.

6.20.14. MCA and CSC (or Mobile Maintenance) personnel will ensure the opening date/time on the work order matches the date/time reported on the Operator's Inspection Guide and Trouble Report. Where provided for, the miles/hours entry should match as well.

6.26.3. Documentation of indirect nonproductive (40 and 50 series) labor hours entered on the 1831/1831-1 is mandatory. VMMs/VMS will ensure documentation is accurate and not padded or undocumented.

6.31. Use of the AF Form 1829 is a local option, however, meter calibrations, fuel strainer, and filter changes will be documented on the AF Form 1828 via completed work order, when the AF Form 1829 is not used.

6.33. Use of the AF Form 1830 is a local option, however, hose installations and hydrostatic hose testing will be documented in the vehicle's historical record via completed work order, when the AF Form 1830 is not used.

**Attachment 11 (Added)****HQ AFSPC/LGTV TIRE REPLACEMENT POLICY AND USE OF RECAPPED TIRES**

**A11.1.** Based on the confusion and multiple references concerning tire replacement and use of recapped tires, the below information is provided to ease the decision process concerning tires. This attachment is not meant to replace or override any of the referenced publications, only consolidate them in one place for ease of use.

**A11.1.1.** Use of Recap/Retread Tires:

**A11.1.1.1. Executive Order** 12873, 20 Oct 93, directs implementation of EPA procurement guidelines within 180 days (NLT April 1994). These guidelines are located in several areas of Federal regulations, including these excerpts from 40 CFR Part 253:

A11.1.1.1.1. Sec. 253.10 Revisions. (a) By May 8, 1986, Federal agencies were required to eliminate from their specifications any exclusion of retread tires and any requirement that tires be manufactured from virgin materials unless there is a technical basis for such exclusion or requirement. (b) Within one year after the date of publication of this guideline, each procuring agency must assure that its specifications require the use of retread tires to the maximum extent possible without jeopardizing the intended end use of these items. Specifications should indicate the functional requirements of tires to be procured, including the performance criteria (e.g., high speed tires), any desired mileage guarantees, and the size and type of tire required.

A11.1.1.1.2. Sec. 253.11 **Exclusions. Any procuring agency which prepares a specification excluding retread tires should document its determination that retread tires will jeopardize the intended use of the tire. Such determinations should be based on technical performance information and identify performance criteria that cannot be satisfied by retread tires.**

A11.1.1.1.3. Sec. 253.25 Implementation. (a) Federal agencies were required to review and revise their specifications, as set forth in Sec. 253.10(a), by May 8, 1986. (b) Procuring agencies are required to revise their specifications as set forth in Sec.253.10(b), and to establish affirmative procurement programs as set forth in Subpart C, by November 17, 1989. (c) Procuring agencies must begin procurement of retread tires, in compliance with this guideline, by November 17, 1989.

A11.1.1.2. Technical Order 36-1-191, *Technical and Managerial Reference for Motor Vehicle Maintenance* dated 1 Jan 1999/Chapter 4/Tires, covers the issue in paragraph 4.22: "USAF policy requires the use of retread tires to the maximum extent possible. Buy new tires only when original tire carcasses are too worn to retread, retreads are not available, or retreads won't meet the minimum performance or quality standards for their intended purpose." In subsequent paragraphs it covers the criteria for determining suitability. The only limitations listed for using retreads are:

A11.1.1.2.1. Do not retread 2-ply and/or load range "A & B" tires. [para 4.22.1.3]

A11.1.1.2.2. Limit the unit cost for retreading to 100% of the acquisition cost of a new replacement tire. [para 4.22.2.1.1]

A11.1.1.2.3. Retread tires will not be used on ambulances, L.E. sedans, front wheels of busses, or any vehicle when their use would seriously impair mission support or create a safety hazard. Organizations experiencing serious operational difficulties or safety hazards attributable to retread tires may use new tires on passenger and cargo vehicles if they operate regularly off base at sustained highway speeds. **This**



**decision, however, must be supportable through fully documented failure history. [4.22.3 through 4.22.3.4]**

A11.1.1.2.4. Tenant vehicles will be required to use retread tires on the same basis as host base vehicles. Exceptions will require a request from the MAJCOM headquarters of the tenant concerned. [4.22.3.5)]

A11.1.1.2.5. Check federal, state, and local laws before using retread tires. Some states restrict the use of retreads based on vehicle or tire type. [4.22.3.6)]

A11.1.1.3. T.O. 36A9-8-49-1, the operators manual for Payload Transporter (PT) tractors, states in paragraph 1-23.2.: "...Recap tires will not be installed on the steering axles."

A11.1.1.4. Tire retreading technology has improved exponentially over the years. Their reliability and durability often equal or even exceed new tires. The most common reservations stated by operators and their chain of command involve the high quantity of rubber seen on public roadways. The fact is a high percentage of these carcasses are not caused by retreads. If people pay attention, they will often see the steel (or other material) belts showing on these carcasses. If these belts are visible, the rubber is usually not from a defective retread -- it is a whole tire carcass. It may or may not have been retreaded, but when the whole carcass disintegrates, it is seldom caused by a defective retread. Failures are most often caused by road hazards, tread worn beyond a safe point, under- or over-inflation, overloading, or a myriad of other problems which had nothing to do with the retreading process -- problems which cause new tire failures as well as retread failures.

A11.1.1.5. We must continue our efforts to eliminate unwarranted resistance to using retread tires, and require compliance with Federal law. HQ AFSPC/LGTV will not support requests to waive the use of retread tires unless a fully documented failure history is provided, as required in para 1.1.2.3. above. One or two tread separations in a year with over one million miles driven does not qualify as a failure history. Other than those listed in the above references, HQ AFSPC/LGTV is not aware of any other restrictions on the use of retread tires. If any organization is aware of a bonafide regulation, statute, law, T.O. reference, etc., listing such restrictions, please provide us a copy of the reference. Without documentation, requests restricting the use of retreads will not be considered.

#### **A11.1.2. Minimum allowable tread depth:**

A11.1.2.1. Technical Order 36-1-191, *Technical and Managerial Reference for Motor Vehicle Maintenance* dated 1 Jan 1999/Chapter 4/Tires para 4.21.1.2 (discusses operator inspection) states: "Tread wear as indicated by visible wear indicators across the tire tread or measured by a depth gauge in a major tread groove. Minimum tread depth is 2/32 inch. The front tires of trucks, 10,000 GVW and greater, operated primarily off base at speeds greater than 35 MPH shall have at least 4/32 inch tread depth." Vehicles used in the missile fields are consistently operated at speeds greater than 35 mph. They have the added stress of being driven many miles on dirt and gravel roads, and often have to traverse these roads in inclement weather. As a result, HQ AFSPC/LGTV fully supports replacement of tires at 4/32 inch tread depth on all vehicles used primarily in the missile field, in addition to those covered in the above reference. **EXCEPTION: Per T.O. 21M-LGM-30G-2-233 pg 4-14, Table 4-2 and T.O. 21M-LGM- 30G-2-21 pg 5-38, para 5-10.2f Payload Transporters (PT) and Transporter Erectors (TE) tires will be replaced at 6/32" tread depth.**

A11.1.2.2. Tread depth may vary from inside to outside grooves in the tread. Take the measurement used to determine serviceability from the shallowest groove. Measure the depth to the bottom of the tread groove, not to the tread wear indicator bar. Tread wear indicator bars are designed to visually indicate when the tire has reached minimum safe tread depth, by presenting a crossbar on the tread. When this

cross bar appears and is exactly the same level as the tread surface of the tire at any point, then the tire is due for immediate replacement.

**A11.2.** Detailed information on tire serviceability is provided in T.O. 36-1-191, and there are many Federal Regulations and other public access references accessible on the Internet. These policies have been coordinated with HQ AFSPC/LGMI.

KAI LEE NORWOOD Col, USAF  
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